

Subject: January Safety Brief

From: "Lee Cooper, Capt" <lee@coopernet.us>

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Happy Safe New Year Group 8,

No Sentinel has been released ATT. So as not to delay the Safety process, I have the following safety tips.

It is true that Florida is the Sunshine State, but, as recent weather has demonstrated, we do have cold weather. It can be near 80 degrees one week and then in the 50's the next. Many times there are extreme temperature changes in a 24 hour time period. There are serious hypothermia threats. When deploying on a bivouac this time of the year, for example, personnel need to plan for these extreme temperature changes so as not to get trapped out in cold weather without proper clothing and supplies.

This cold weather risk is doubled when in or on the water or flying over water (if you needed to make an emergency landing in the water). Current Gulf of Mexico temperature are around 65 degrees. A person in the water at these water temperature can suffer exhaustion or unconsciousness in as little as 2 hours (http://www.floridamarineguide.com/boating_safety.php). Several suggestion should you find yourself in the cold water

- If you fall into cold water do NOT discard clothing; it will help trap heat.
- Avoid moving as much as possible.
- A [life jacket](#) helps in two ways' it helps insulate against heat loss.
- When you wear a life jacket, draw knees up into a H.E.L.P. (Heat Escape Lessoning Position).
- If several persons are in the water, huddle together so you can conserve heat and stay alive.

http://www.floridamarineguide.com/boating_safety.php

These are just several suggestions provided by this site.

Squadron Safety Officers:

Please ensure your December Safety Reports have submitted.

The Annual Safety Survey, required of each squadron, is now available for completion online and covers the fiscal year and not the physical year as it had before. If your squadron completed the

survey between October and now then you should be compliant. Each survey will be reviewed and if a discrepancy is found it will be kicked back for correction. This process is to ensure the accuracy and to ensure acceptance by WING. Some of the questions do not apply to all squadrons or are not as clear as they could be.

If you need assistance with this or any other safety issues, please do not hesitate to contact me via email. A phone or face-to-face meeting can be setup if necessary. Of course if it is an emergency or an accident (of any magnitude), contact me via phone.

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